The invention claimed is:

1. A hydraulic system for a utility vehicle, comprising:

a first hydraulic implement;

a second hydraulic implement;

a diverter valve, said first and second hydraulic implements hydraulically flow-connected to said diverter valve;

a source of pressurized hydraulic fluid connected to said diverter valve, said diverter valve selectively positioned to connect said source to either said first or to said second hydraulic implements; and

a control actuator signal-connected to said diverter valve for alternately operating said first and second hydraulic implements.

2. The system according to claim 1, wherein said diverter valve comprises a solenoid-operated pilot valve that is electrically signal-connected to said control actuator, and a plurality of pilot operated hydraulic valves connected to said pilot valve, actuation of said pilot valve changing the position of said hydraulic valves.

3. The system according to claim 1, wherein said first hydraulic implement is mounted to a front of the utility vehicle, and said second hydraulic implement is mounted to a rear of the utility vehicle.

4. The system according to claim 1, wherein said control actuator comprises a lever positionable to control a selected one of said first and second hydraulic implements, and a control switch connected to said lever, actuation of

said control switch changing state of said diverter valve to select one of said first and second hydraulic implements.

5. The system according to claim 4, wherein said control switch is located on said lever in a position to be thumb- activated.

6. The system according to claim 1 comprising a diverter activation switch in an electrical circuit with said control switch, a change of state of said activation switch required to make operable said control switch.

7. The system according to claim 1, wherein said diverter valve comprises a valve housing and a plurality of cartridge valves, said cartridge valves held within said valve housing, and a solenoid operated pilot valve actuated to provide hydraulic pressure to change the outlet of said cartridge valves.

8. The system according to claim 1, wherein said first hydraulic implement comprises a loader and said second hydraulic implement comprises a rear-mounted implement.

9. The system according to claim 1, wherein said first hydraulic implement comprises plural hydraulic functions.

10. The system according to claim 1, wherein said second hydraulic implement comprises one implement selected from the group consisting of: a

grapple, a snowblower, a blade, a mower deck, a front hitch, a cultivator and a tiller.

11. In a utility vehicle having a first hydraulic cylinder, a second hydraulic cylinder, and a hydraulic system for supplying pressurized hydraulic fluid to said first and second cylinders, said first and second cylinders each having a piston slidable therein, said piston having a piston head within said cylinder connected to a rod extendable into and out of said cylinder as said piston head slides within said cylinder, said hydraulic system including a control valve supplied with a source of pressurized hydraulic fluid and operable to direct pressurized hydraulic fluid through tubing into said first hydraulic cylinder on one or both sides of said piston head to either extend or retract said rod with respect to said cylinder, and a control lever for selecting the respective side of the piston head within said cylinder to direct the pressurized hydraulic fluid, a control system comprising:

a diverter valve flow-connected to said control valve and operable to direct pressurized hydraulic fluid to one of said first cylinder or said second cylinder; and

an operator control that is signal-connected to said diverter valve and actuatable by the operator to divert pressurized hydraulic fluid from the first cylinder to the second cylinder.

12. The system according to claim 11, wherein said operator control comprises a momentary switch positioned on the control lever.

13. The system according to claim 11, wherein said diverter valve comprises a valve housing, and a plurality of cartridge valves slidable within said valve housing, said cartridge valves movable to select one hydraulic fluid flow circuit from the control valve to either the first cylinder or to the second cylinder.

14. The system according to claim 11, wherein said first cylinder and said second cylinder are located on opposite ends of the vehicle.

15. The system according to claim 11, wherein said first cylinder and said second cylinder are located on a same end of the vehicle.

16. The system according to claim11, wherein said first cylinder is mounted to operate the raising and lowering of a bucket, and said second cylinder is mounted to operate a clam shell.

17. The system according to claim 11, further comprising a third hydraulic cylinder and a fourth hydraulic cylinder, said third hydraulic cylinder is operable with said first hydraulic cylinder, and said fourth hydraulic cylinder operable with said second hydraulic cylinder, said diverter valve operable to select either said first and third hydraulic cylinders or said second and fourth hydraulic cylinders as pairs to receive pressurized hydraulic fluid.

18. A hydraulic system for a utility vehicle, comprising:

a first pair of hydraulic couplings for a hydraulic implement;

a second pair of hydraulic couplings for a hydraulic implement;

a diverter valve, said first and second pairs of hydraulic couplings hydraulically flow-connected to said diverter valve;

a source of pressurized hydraulic fluid connected to said diverter valve, said diverter valve selectively positioned to connect said source to either said first or to said second hydraulic implements; and

a control actuator signal-connected to said diverter valve for alternately operating said first and second pairs of hydraulic couplings.

19. The system according to claim 18, wherein said diverter valve comprises a solenoid-operated pilot valve that is electrically signal-connected to said control actuator, and a plurality of pilot operated hydraulic valves connected to said pilot valve, actuation of said pilot valve changing the position of said hydraulic valves.

20. The system according to claim 18, wherein said first pair of hydraulic couplings is mounted to a front of the utility vehicle, and said second pair of hydraulic couplings is mounted to a rear of the utility vehicle.

21. The system according to claim 18, wherein said control actuator comprises a lever positionable to control a selected one of said first and second pair of hydraulic couplings, and a control switch connected to said lever, actuation of said control switch changing state of said diverter valve to select one of said first and second pairs of hydraulic couplings.

22. The system according to claim 21, wherein said control switch is located on said lever in a positioned to be hand-activated.

23. The system according to claim 18, comprising a diverter activation switch in an electrical circuit with said control switch, a change of state of said activation switch required to make operable said control switch.

24. The system according to claim 18, wherein said diverter valve comprises a valve housing and a plurality of cartridge valves, said cartridge valves held within said valve housing, and a solenoid operated pilot valve actuated to provide hydraulic pressure to change the outlet of said cartridge valves.